

OVER GOOD ROADS EVERY MILE OF WAY

Pleasurable Automobile Trip,
Washington to Frederick,
Md., and Return.
THROUGH INVITING SECTION

BY HOWARD S. FISK.

Maryland was selected last week as the touring ground for a motor trip of approximately 125 miles. The roads were excellent every mile of the way and through one of the most inviting sections of the state. The run was over a triangular course, two sides of which were main trunk lines for travel through the state.

With perfect weather conditions prevailing the start was made from the National Capital at 9:45 o'clock in the morning, the route being through the northeast section of the city, to 15th and H streets, northeast, where a turn was made to the left over the Baltimore-Washington boulevard. Arriving at Bladensburg, another sharp turn was made to the left, passing through the center of the village with the odometer reading 6.5 miles.

It was but a short space of time after the motoring party passed over the new concrete bridge which spans the little stream between Bladensburg and Hyattsville that we reached the center of Hyattsville, 7.4 miles from our starting point. On the outskirts of the town the speed limit figures on the sign post were noticed to have been changed from twelve miles an hour to 100 miles per hour. Not believing in signs, the "warning" was unheeded.

Follow the Boulevard.

After crossing the tracks of the Baltimore and Ohio railroad in the center of the town the boulevard was followed in a northerly direction, Beltsville being the next town en route. The mileage at this point registered 13.5. Bearing to the left, at the railroad station, the journey was continued over the smooth, velvet-like highway to Annapolis, 14.6 miles; Murkirk, 15.9 miles; arriving at Laurel, 18.4 miles, after a delightful spin, at 10:10 o'clock.

Keeping straight ahead through the center of the town, the highway was followed in the direction of Elkridge. Just north of where the road leads to Savage the bad curve at the top of the hill is being widened and the shoulders of the road broadened. Elkridge, thirty miles distant from Washington, was reached at 11:10 o'clock, the left fork being taken on entering the town, passing beneath the railroad trestle and across the new concrete bridge which spans the Patuxent river at this point.

Soon we turned sharply to the left once more, leaving the boulevard and entering the little hamlet of St. Denis, 30.6 miles from the National Capital. Bearing to the right, the Baltimore and Ohio railroad tracks were crossed and the ascent of the steep grade began into the town of Relay, 31.2 miles out. The road through here winds like a ribbon over the high grounds, from which the city of Baltimore is visible in the distance. Beautiful homes line the thoroughfare on both sides between Relay and the suburb of Catonsville beyond. Ignoring the turn to the right at 32.4 miles, which is the Wilkens avenue entrance into the city, the road was continued, turning to the right with the bend in the road into Catonsville.

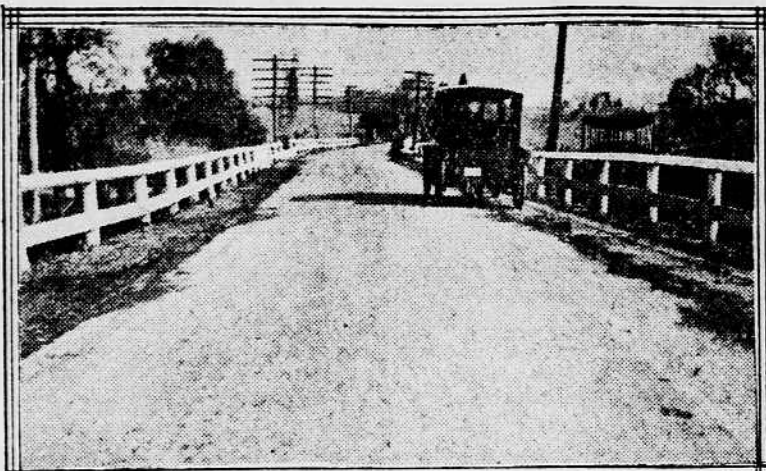
Traverse Frederick Avenue.

Passing the Catonsville Country Club and fire engine house on the left, we pulled into the center of this suburban town, turning to the left at 34.9 miles into Frederick avenue, which later becomes the Frederick turnpike between Baltimore and Frederick. From this point on to Frederick we continued in a westerly direction, entering Ellicott City after a steep descent, at 11:40 o'clock, with the odometer registering 58.4 miles. The roadway through the town was rather rough, owing to the cobblestone surface and the street car tracks, which pass through the main street. At the terminus of the car line, however, the western side of the town, we again passed into a smooth macadam-surfaced roadway. At 47.2 miles the road, also being of the macadam type, and the only one leading northward at that point.

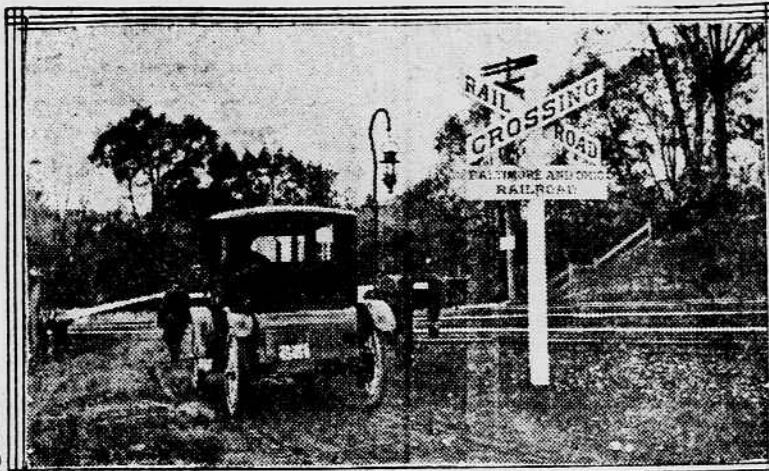
The next village en route was "Cooksville," 50.8 miles from our starting point. At this point there are cross roads, one to the right leading to Westminster and to the left to Olney. Both roads are of the dirt variety and proved quite popular prior to the construction of the macadam highway. From West Friendship northward to Westminster up to the time of arrival at Cooksville the records showed that fifty miles had been covered on slightly less than two gallons of gasoline, the running time being two and a half hours, making the average speed twenty miles an hour from Washington.

Lisbon, 52.9 miles, was passed through next, with Poplar Springs, 55.9 miles, next, both villages being situated directly on the highway which passes through the center of the town. Ridgeville, the scene for motorists' friends of its fried chicken dinners, was reached at 12:30 o'clock, with the odometer registering 55.9 miles. At Ridgeville there are other crossroads, the one to the right going to Mount

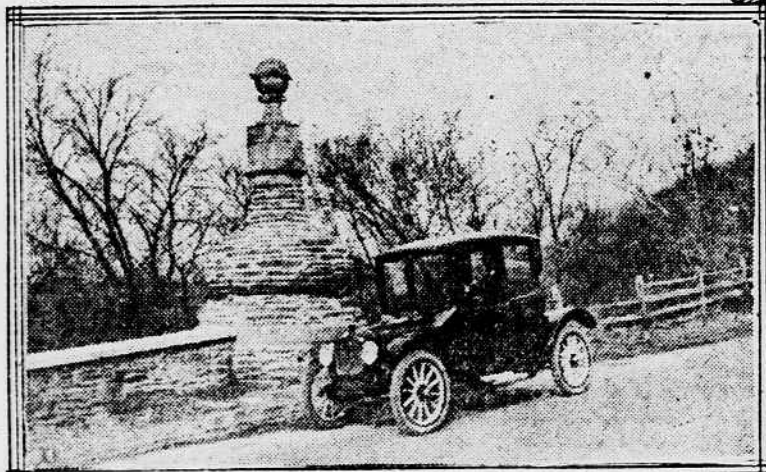
SCENES SNAPPED ON TRIANGULAR AUTOMOBILE TRIP OVER MACADAM ROADS IN NEARBY MARYLAND.



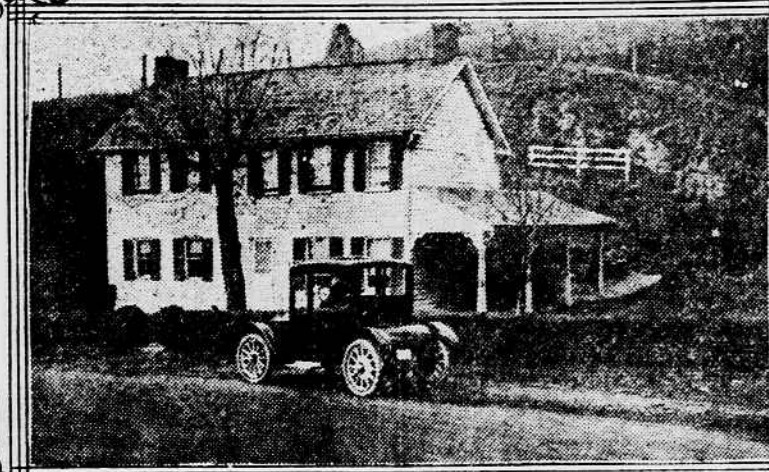
ON THE BALTIMORE-WASHINGTON BOULEVARD



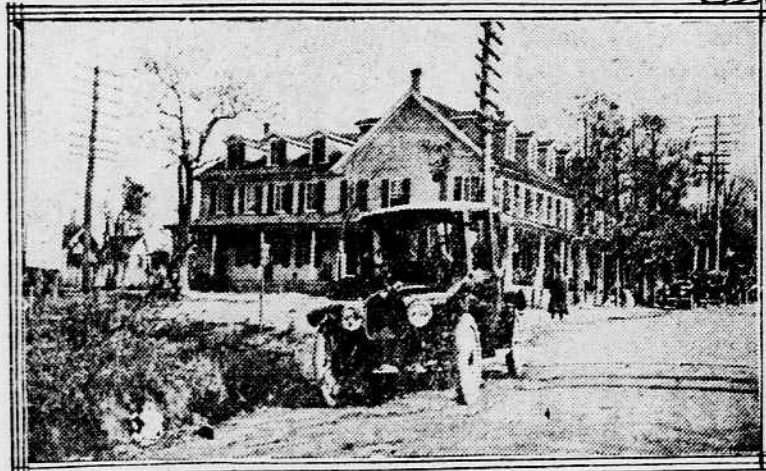
... AT RELAY, MD. ...



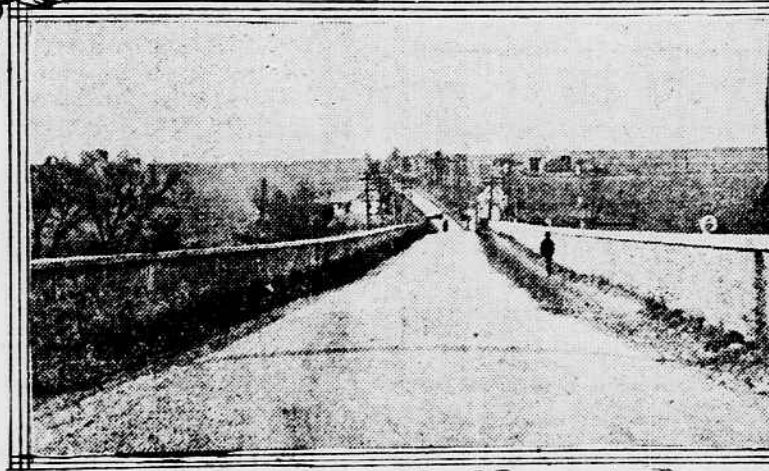
JUG BRIDGE, MONACACY RIVER



ARRIVING AT ELLICOTT CITY, MD.



AT RIDGEVILLE, MD.



ROAD BETWEEN NEW MARKET AND FREDERICK

Ally, Taylorsville and Westminster, while the one to the left is that to Damascus, Rockville and Washington.

Pass Through Newmarket.

After a stop here for a short period the journey was once more resumed in the direction of Frederick, passing through Newmarket, 61.8 miles. Newmarket is a quaint little village situated on the main highway into Frederick.

Pausing for a moment at the top of the hill at Jug Bridge, which spans the Monacacy river on the outskirts of Frederick, the last leg of the journey was once more resumed over the fine highway which has recently been reconstructed beyond the bridge, and after passing the large fair grounds on the right, entered the town of Frederick at 1:45 o'clock. Exactly four hours after departing from the National Capital, the scenery along the last stretch of roadway into Frederick was especially attractive, the rich farmlands on each side of the highway bearing out the reputation which Frederick county has of being the second richest county in the United States from the standpoint of agriculture. Entrance into Frederick was made via East Patrick street, and after receiving the "go-go" sign from the traffic officer on duty at the intersection with Market street, we checked in for dinner at the noon stop.

The distance from the National Capital over the route followed measured exactly 72.8 miles. The gravity indicator showed 1:45 when we left Washington in the morning and 1:25 on arriving at Frederick. In other words, the actual running time was 2 hours 15 minutes. After deducting the stops, amounting to 2 hours and 30 minutes, the actual running time was 1 hour 45 minutes, making the average speed about twenty-three miles per hour, and an average of twenty-five miles per gallon of gasoline, only four and seven-eighths gallons being used for the entire trip. The gravity record showed 1,250 points, or ten more than was recorded on leaving Washington in the morning. No trouble of any character

hour for stops en route for photographs, etc.

After enjoying one of those famous chicken dinners mentioned the start for home was made at 3 o'clock, the same route being followed to New Market and Ridgeville. On arriving at Ridgeville, we turned to the right from the Baltimore-Frederick turnpike and headed for Claggettville and Damascus. The mileage at Ridgeville, where we turned, showed 86.7 miles, at Claggettville 91.1 miles and at Damascus 92.5 miles. At the latter place we made a turn to the right in the center of the town and followed a concrete road through a rolling country to Cedar Grove, making a sharp turn to the left, at 99.5 miles, at Newville, or Hendersons corner, in the direction of Gaithersburg. Cedar Grove registered 96.7 miles up to the time of our arrival there.

Gaithersburg was reached at 4:30 o'clock in the afternoon, with 104.9 miles recorded. Following the same highway in a northerly direction, we swung into the town of Rockville, the county seat of Montgomery county, with 109 miles on record. From there we came over a macadamized roadway to Bradley Lane, where we turned to the left, and to the right on arriving at Gaithersburg, where we turned to the left, and to the right on arriving at Gaithersburg. The remainder of the run into the National Capital was down Connecticut avenue, which is familiar to every local motorist.

The odometer registered 125.4 miles at the conclusion of the day's run, at 5:30 o'clock, the time consumed in the trip from Frederick, including stops, being 2 hours and 45 minutes. The actual running time was 1 hour 45 minutes, making the average speed about twenty-three miles per hour, and an average of twenty-five miles per gallon of gasoline, only four and seven-eighths gallons being used for the entire trip. The gravity record showed 1,250 points, or ten more than was recorded on leaving Washington in the morning. No trouble of any character

was experienced on the run. The car used was a Woods gasoline-electric brougham, with R. Bruce Emerson at the wheel, accompanied by the automobile editor of The Star.

Itinerary.

The itinerary of the trip was as follows:

Miles.	Towns.	Miles.
0.0	Washington, D. C.	125.4
6.5	Bladensburg	118.9
7.4	Hyattsville	118.0
13.5	Beltsville	111.9
15.9	Murkirk	110.8
18.4	Laurel	106.5
20.9	Elkridge	95.4
30.6	St. Denis	64.8
31.2	Relay	64.2
34.9	Catonsville	60.5
38.4	Ellicott City	57.0
47.2	West Friendship	78.2
50.8	Cooksville	74.6
52.9	Lisbon	72.5
55.9	Poplar Springs	69.5
58.9	Ridgeville	66.5
61.8	New Market	60.6
64.8	Frederick	52.6
68.7	New Market	44.6
69.5	Ridgeville	38.7
86.7	Claggettville	34.3
91.1	Damascus	32.8
92.5	Cedar Grove	28.7
96.7	Gaithersburg	25.9
104.9	Rockville	20.5
109.0	Bethesda	15.2
112.2	Washington, D. C.	9.0

Thanksgiving Day Auto Races.

Arrangements are being made for an automobile race meet at the Benning track Thanksgiving day. One of the events will be a race for Ford owners. It will be in addition to four other automobile races and the two motor cycle events.

The principal contest will be a fifteen-mile free for all.

The capacity of a clothesline is doubled by a new device that straddles the line and provides two pieces of wire to which clothes can be fastened.

AUTOMOBILE DELIVERIES.

The following deliveries have been announced by local dealers during the week:

The Cook & Stoddard Company—Cadillac eight-cylinder landaulets to Mrs. Ellen N. Warder and Mrs. C. L. Bowlers and a brougham to D. A. Smith.

The Warrington Motor Car Company—Chandler four-passenger roadster to Rudolph Kauffmann and Springfield convertible sedan to Charles Rauscher.

Sterrett & Fleming—Detroit electric

broughams to William D. Hoover, Miss Grace M. Storms, Alonzo O. Bliss, Mrs. T. T. Ansberry and Miss Virginia Wood.

Combs Motor Company—Chalmers 6-30, seven-passenger touring cars (two) and one five-passenger 6-30 touring car to Fairfax & Co., Alexandria, Va., and a 6-30 three-passenger roadster to Gus H. Brahier.

E. J. Quinn Motor Car Company—Westcott seven-passenger touring car to the Washington Gas Light Company, five-passenger touring car to George T. Roberts and Sun "Light Six"

five-passenger touring cars to J. B. Marshall, Fredericksburg, Va., and Maurice N. Brashears.

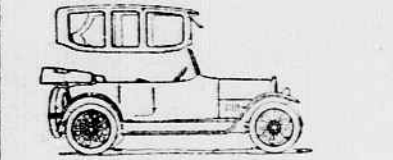
Miller Bros. Automobile and Supply House—Mitchell cars to Alfred Walford, W. R. Foshender, Dr. Carroll A. Brooks, F. H. Meyer, Ada S. Fitzhugh, Landover, Md.; F. A. Shryock, Winchester, Va.; V. E. Harley and Charles A. Kolb, Dori cars to W. P. Eastace, Alfred Hampton, James Brock, Winchester, Va.; A. H. Mohler and G. P. Van Nest, and Briscoe cars to V. H. Pierson, Summit, Va., and F. A. Shryock, Winchester, Va.

Saxon Wins on Oneida Hill.

Announcement is made that a Saxon "Six" car took first honors in the Oneida hill climb in Illinois, being driven by William Seacord of Galesburg. The prize was a silver loving cup. The Oneida hill climb is the big motor car event of central Illinois.

King Victor Emmanuel of Italy possesses a collection of 20,000 coins, which is said to be the finest in Europe.

Kissel's Original Idea That
Changed the Motoring
Habits of a Nation



The
Hundred Point
Six

The car of a Hundred Quality Features—in which you experience real riding comfort, doubly insured from its superior springs and chassis construction.

Hundred Point Six
ALL-YEAR TOPS
Mounted on Gibraltar Body

Touring Sedan . . . \$1520
Roadster Coupe . . . \$1520
Victoria-Town Car . . . \$1650

Hundred Point Six Without
ALL-YEAR Feature \$1095
Hundred Point Six with Gibraltar
Body \$1195

KISSELKAR The ALL-YEAR Car

THE joys of winter motoring in all temperatures and weather is fully enjoyed by owners of the ALL-YEAR Car.

Its mighty Kissel-built engine—its all-round performance in all speeds and on all roads is unusual in any car.

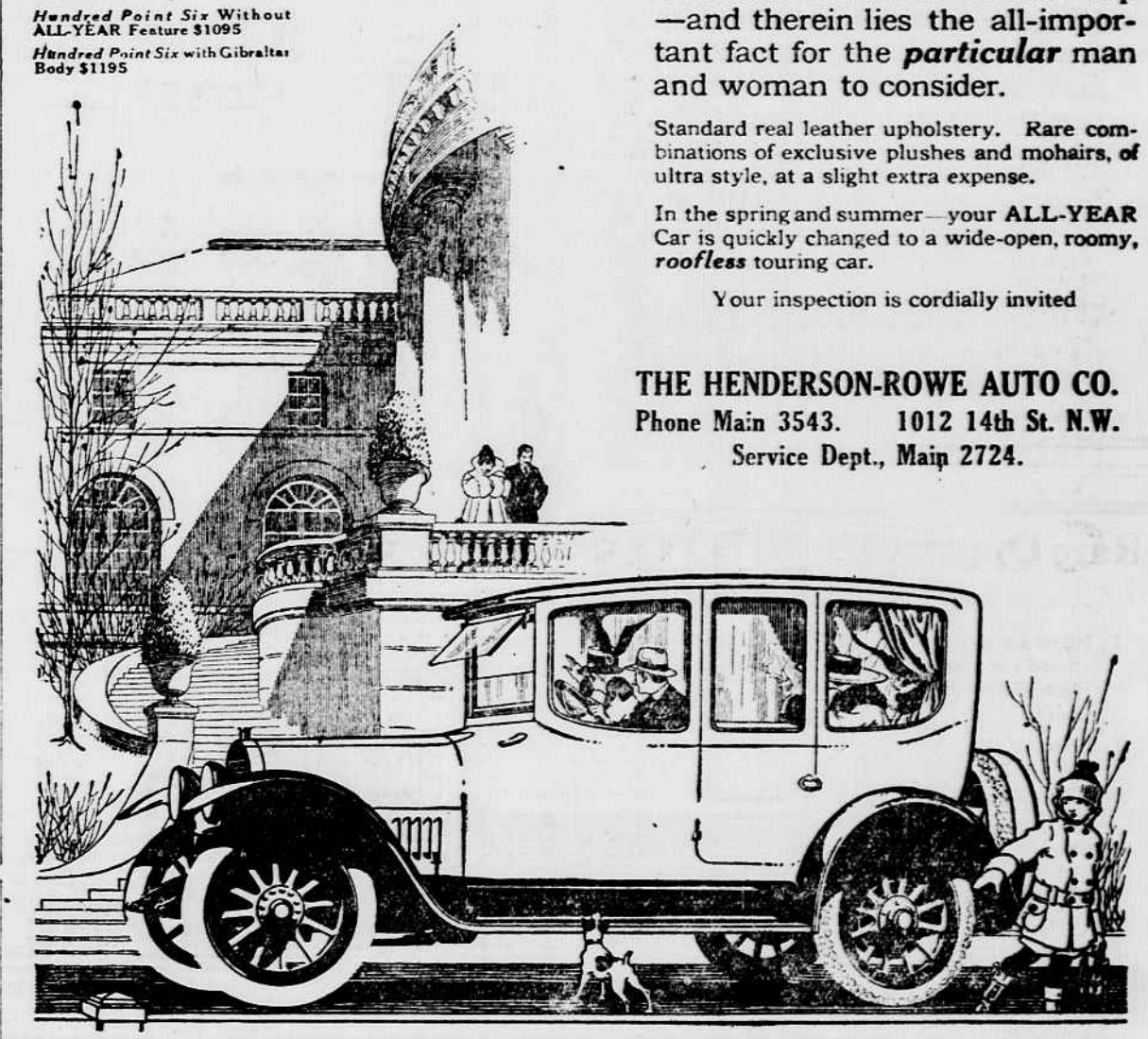
No other car but a KisselKar furnishes the ALL-YEAR Top—and therein lies the all-important fact for the particular man and woman to consider.

Standard real leather upholstery. Rare combinations of exclusive plushes and mohairs, of ultra style, at a slight extra expense.

In the spring and summer—your ALL-YEAR Car is quickly changed to a wide-open, roomy, roofless touring car.

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Here's That Reo One-Rod Control

EASE OF OPERATION is one of the cardinal qualities of Reo the Fifth—"The Incomparable Four."

THAT QUALITY, perhaps more than any other, commends this car to women.

YOU SEE THE PROOF in the overwhelming percentage of women who drive Reo cars as compared with those who drive others.

BUT THAT SAME quality—ease of operation—is responsible for many other things that only owners of Reo the Fifth cars fully appreciate.

FOR, NO MATTER how expert you may be in handling a car—in clutch control and gear shifting—nevertheless you do miss once in a while, you know.

AND THE DAMAGE to your pride and your nerves is only a small part of the real damage—that which has resulted from the clashing of gear teeth and shock to bearings and other parts will show up later in the repair shop and the maintenance bill.

THAT REO CONTROL—the original "one rod" control; the original "center control"—is the biggest money saver the Reo engineers have ever been able to offer Reo buyers.

THE VERY FACT that instead of two hand levers, there is only one in Reo the Fifth, is important—one hand on the wheel, the other on the control, gives you confidence and vastly simplifies the operation.

WE'LL TELL YOU in the next ad, how the two foot control both brakes and the clutch—thus making these Reos the simplest cars to operate and control ever known.

BUT THERE'S ANOTHER fact that is not so apparent on the surface; one that all engineers appreciate and most owners; but one the buyer does not always grasp beforehand.

LIKE MANY OTHER BIG FACTS about Reo the Fifth, this is fully appreciated only after a few months of ownership.

THAT IS THE CO-RELATION of all the parts in that Reo clutch and transmission. PERHAPS THE MOST DIFFICULT as well as the nicest engineering problem in the design of a motor car is working out that relation between the various elements of a transmission—the gear ratios, relative weights, speeds and "retarding influence" that result in silent (which means harmless) gear shifting.

THE REO ENGINEERS have done all your gear shifting for you in designing Reo the Fifth. It is scarcely necessary for you to think—just make the single lever to the position indicated on the index plate and without a sound, the right pair of gears slip in place.

SILENCE MEANS absence of shock to the gears; absence of undue strain to shafts; absence of injury to bearings.

ALL THESE YOU GET in Reo the Fifth, "The Incomparable Four"—known the world over as "the simplest car to control."

AND AS WE'VE shown, the same engineering that has produced that result that you can see, also produces another that you don't find out till later (unless you talk with an owner of Reo the Fifth), namely, that this is also the cheapest car of its size in the world to operate and maintain.

THE PRICE IS STILL \$875 f. o. b. factory, Lansing, Michigan, despite the present higher cost of both labor and materials.

IF WE FOLLOWED the policy of others, and took advantage of the over-demand for this popular model, the price would be at least \$200 more—or the quality that much less.

BUT THAT ISN'T THE REO WAY. We still incorporate Reo quality; we still put "50 per cent oversize in all vital parts"—and as long as we can do so, will absorb the difference in cost, rather than increase the price.

BUT THAT ISN'T to be taken as a promise that the price of this "Incomparable Four" will always remain at \$875. It may be absolutely necessary to raise it.

BUT MEANTIME, if your order is in you will get your Reo the Fifth at the present price—and just now we can give you a fairly prompt delivery.

Reo Motor Car Company
Lansing, Michigan

The Trew Motor Company,
Tel. North 510. 1337 14th St. N.W. 64-C

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The FRANKLIN CAR

WHAT is there about the Franklin Car that gives an entirely new sense of efficiency to the man who has owned ten other motor cars, and now owns four of different makes?

Whatever this thing may be, whatever the factors responsible for it, it can be covered by one general term, Road Ability.

It is a fact that any man who owns other cars and a Franklin will find himself always using the Franklin for his own driving.

Road ability as you find it in the Franklin Cars is the all-round ability to show speed, safety, comfort and economy, in service month after month and taking road conditions as they come.

Even the inclosed Franklin Cars are showing a higher road ability than most motorists will dream of getting out of their open cars of whatever make.

With the Franklin Car, you have a quick get-away. You have speed on the hills. You have maximum speed from place to place, not merely that short burst between nearby points, but the hour-in, hour-out maximum average that makes long-distance touring a success.

The ability of the Franklin Car is an ability you can use without working yourself.

The ease and safety of fast driving with the Franklin Car are things that the owner of the average car never experiences.

You will go more miles to the gallon of gasoline—more miles to the set of tires.

The Franklin has always been celebrated as the car of highest efficiency—for economy in operation, for saving in repairs and depreciation.

It is the only scientific light-weight car. A beautifully balanced car. A flexible car with its resilient wood frame and full-elliptic spring suspension. A car that cases itself over the bad spots in the road—no road shock to driver or passengers.

The new series Franklin Cars are showing even higher efficiency—20 per cent more gasoline economy; 17 per cent more tire economy.

Now, like every other term ever used to describe motor car performance, road ability is likely to be misused by the seller of a car, and taken on faith by the casual buyer.

But Franklin road ability can be demonstrated to your satisfaction by a ride in the car.

Let us show you what every Franklin owner already knows—that there is no substitute for efficiency in a motor car.

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